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MISCELLANY.

JACK EASY'S TRIANGULAR DUEL.

A selection from Capt. Marryatt's new novel of "MR. MIDSHIPMAN EASY," showing how one Mr. Biggs got "a bullet lodged in the thorax," and how the boatswain lost two of his grinders and a quid of tobacco, at a single discharge—the whole demonstrating the soundness of a thesis advanced by the well known philosopher Samuel Patch, that "some things can be done as well as others."

"It's my peculiar hopinion," said Mr. Easthupp, the purser's steward, one evening, as he was walking the dog-watch with Biggs, the boatswain, while Jack Easy sat on the forecassle—"It's my peculiar hopinion that a gentleman should behave as a gentleman, and that if a gentleman professes hopinions of heequality, and such liberal sentiments, that he is bound as a gentleman to hact up to them?"

"Very true," replied the boatswain, "he is bound to act up to them; and not because a person, who was a gentleman as well as himself, happens not to be on the quarter deck, to insult him because he only has preferred opinions like his own."

Hereupon Mr. Biggs struck his rattan against the funnel, and looked at Jack.

"Yes," continued the purser's steward, "I should like to see the fellow who would have done so on shore; however, the time will come, when I can again pull hon my plain coat, and then the hinsult shall be vashed hout in blood, Mr. Biggs."

"And I'll be cursed if I don't some day teach a lesson to the blackguard who stole my tronsers."

"Was all your money right, Mr. Biggs?" inquired the purser's steward.

"I did'nt count," replied the boatswain magnificently.

"No—gentlemen are above that," replied Easthupp; "but there are many light-fingered gentry habout. The quantity of vatches and harticles of value vich vere lost here ven I walked Bond street, in former times, is incredible."

"I can say this, at all events," replied the boatswain, "that I should be always ready to give satisfaction to any person beneath me in rank, after I had insulted him. I don't stand upon my rank, although I don't talk about equality, damme."

All this was too plain for Jack not to understand, so he walked up to the boatswain, and taking his hat off, with the utmost politeness, said to him, "If I mistake not, Mr. Biggs, your conversation refers to me."

"Very likely it does," replied the boatswain. "Listeners hear no good of themselves."

"It happens that gentlemen can't converse without being vatched," continued Mr. Easthupp, pulling up his shirt collar.

"It is not the first time that you have thought proper to make very offensive remarks, Mr. Biggs; and as you appear to consider yourself illtreated in the affair of the tronsers, for I tell you at once, that it was I who brought them on board, I can only say," continued Jack, with a very polite bow, "that I shall be most happy to give you satisfaction."

"I am your superior officer, Mr. Easy," replied the boatswain.

"Yes, by the rules of the service; but you just now asserted you would waive your rank—indeed, I dispute it on this occasion; I am on the quarter deck, and you are not."

"This is the gentleman whom you have insulted, Mr. Easy," replied the boatswain, pointing to the purser's steward.

"Yes, Mr. Heasy, quite as good a gentleman as yourself, though I av ad misfortune—I ham of as hold

a family as bany in the country," replied Mr. Easthupp, now backed by the boatswain; "many the year did I valk Bond street, and I ave as good blood in my veins as you, Mr. Heasy, halthough I ave been misfortunate—I've ad hadmirals in my family."

"You have grossly insulted this gentleman," said Mr. Biggs, in continuation; "and notwithstanding all your talk of equality, you are afraid to give him satisfaction: you shelter yourself under your quarter deck."

"Mr. Biggs," replied our hero, who was now very wroth, "I shall go on shore directly we arrive at Malta. Let you and this fellow put on plain clothes, and I will meet you both—and then I'll show you whether I'm afraid to give you satisfaction."

"One at a time," said the boatswain.

"No, Sir: not one at a time, but both at the same time—I will fight you both, or none. If you are my superior officer, you must descend," replied Jack, with an ironical sneer, "to meet me, or I will not descend to meet that fellow, whom I believe to have been little better than a pick-pocket."

This accidental hit of Jack's made the purser's steward turn pale as a sheet, and then equally red. He raved and foamed amazingly, although he could not meet Jack's indignant look, who then turned round again.

"Now, Mr. Biggs, is this to be understood, or do you shelter yourself under your forecassle?"

"I am no dodger," replied the boatswain, "and will settle the affair at Malta."

Mr. Biggs having declared that he would fight, of course had to look out for a second; and he fixed upon Mr. Tallboys, the gunner, and requested him to be his friend. Mr. Tallboys, who had been latterly very much annoyed by Jack's victories over him in the science of navigation, and therefore felt ill will towards him, consented; but he was very much puzzled how to arrange that three were to fight at the same time, for he had no idea of there being two duels, so he went to his cabin and commenced reading. Jack, on the other hand, dared not say a word to Joliffe on the subject; indeed, there was no one in the ship in whom he could confide but Gascoigne; he, therefore, went to him; and although Gascoigne thought it was excessively *infra dig.* of Jack to meet even the boatswain, as the challenge had been given, there was no retracting. He, therefore, consented, like all midshipmen—anticipating fun, and quite thoughtless of the consequences.

The second day after they had been anchored in Valette harbor, the boatswain and gunner, Jack and Gascoigne, obtained permission to go on shore. Mr. Easthupp, the purser's steward, dressed in his best blue coat, with brass buttons and velvet collar, the very one in which he had been taken up when he had been vowing and protesting that he was a gentleman, and at the very time that his hand was abstracting a pocket-book, went up on the quarter-deck, and requested the same indulgence; but Mr. Sawbridge refused, as he required him to return staves and hoops at the cooperage. Mesty, also, much to his mortification, was not to be spared.

This was awkward; but it was got over by proposing that the meeting should take place behind the cooperage at a certain hour, on which Mr. Easthupp might slip out and borrow a portion of the time appropriated to his duty, to heal the breach in his wounded honor. So the parties all went on shore, and put up at one of the small inns to make the necessary arrangements.

Mr. Tallboys then addressed Mr. Gascoigne, taking him apart while the boatswain amused himself with

a glass of grog, and our hero sat outside teasing a monkey.

'Mr. Gascoigne,' said the gunner, 'I have been very much puzzled how this duel should be fought, but I have at last found it out. You see that there are three parties to fight; had there been two or four, there would have been no difficulty, as the right line or square might guide us in that instance; but we must arrange it upon the triangle in this.'

Gascoigne stared: he could not imagine what was coming.

'Are you aware, Mr. Gascoigne, of the properties of an equilateral triangle?'

'Yes,' replied the midshipman, 'it has three equal sides—but what the devil has that to do with the duel?'

'Everything, Mr. Gascoigne,' replied the gunner; 'it has solved the great difficulty: indeed the duel between three can only be fought on that principle. You observe,' said the gunner, taking a piece of chalk out of his pocket, and making a triangle on the table, 'in this figure we have three points, each equi-distant from each other; and we have three combatants; so that, placing one at each point, it is all fair play for the three; Mr. Easy, for instance, stands here, and the boatswain here, and the purser's steward at the third corner. Now, if the distance is fairly measured it will be all right.'

'But then,' replied Gascoigne, delighted at the idea, 'how are they to fire?'

'It certainly is not of much consequence,' replied the gunner, 'but still, as sailors, it appears to me that they should fire with the sun; that is, Mr. Easy fires at Mr. Biggs, Mr. Biggs fires at Mr. Easthupp, Mr. Easthupp fires at Mr. Easy; so that you perceive that each party has his shot at one, and at the same time receives the fire of another.'

Gascoigne was in ecstasies at the novelty of the proceeding, the more so as he perceived that Easy obtained every advantage by the arrangement.

'Upon my word, Mr. Tallboys, I give you credit; you have a profound mathematical head, and I am delighted with your arrangement. Of course, in these affairs, the principals are bound to comply with the arrangements of the seconds, and I shall insist upon Mr. Easy's consenting to your excellent and scientific proposal.'

Gascoigne went out, and pulling Jack away from the monkey, told him what the gunner had proposed, at which Jack laughed heartily.

The gunner also explained it to the boatswain, who did not very well comprehend, but replied,

'I dare say it's all right—shot for shot, and d—n all favors.'

The parties then repaired to the spot with two pair of ship's pistols, which Mr. Tallboys had smuggled on shore; and, as soon as they were on the ground, the gunner called Mr. Easthupp out of the cooerage. In the mean time, Gascoigne had been measuring an equilateral triangle of twelve paces, and marked it out. Mr. Tallboys, on his return with the purser's steward, went over the ground, and finding that it was 'equal angles, subtended by equal sides,' declared that it was all right. Easy took his station, the boatswain was put into his; and Mr. Easthupp, who was quite in a mystery, was led by the gunner to the third position.

'But, Mr. Tallboys,' said the purser's steward, 'I don't understand this—Mr. Easy will first fight Mr. Biggs, will he not?'

'No,' replied the gunner, 'this is a duel of three. You will fire at Mr. Easy, Mr. Easy will fire at Mr. Biggs, and Mr. Biggs will fire at you. It is all arranged, Mr. Easthupp.'

'But,' said Mr. Easthupp, 'I do not understand it. Why is Mr. Biggs to fire at me? I have no quarrel with Mr. Biggs.'

'Because Mr. Easy fires at Mr. Biggs, and Mr. Biggs must have his shot as well.'

'If you have ever been in the company of gentlemen,

Mr. Easthupp,' observed Gascoigne, 'you must know something about duelling.'

'Yes, yes, I've kept the best company, Mr. Gascoigne, and I can give a gentleman satisfaction; but —'

'Then, sir, if that is the case, you must know that your honor is in the hands of your second, and that no gentleman appeals.'

'Yes, yes, I know that, Mr. Gascoigne; but still I've had no quarrel with Mr. Biggs, and therefore Mr. Biggs, of course, will not aim at me.'

'Why, you don't think I'm going to be fired at for nothing,' replied the boatswain; 'no, no, I'll have my shot any how.'

'But at your friend, Mr. Biggs?'

'All the same, I shall fire at somebody; shot for shot, and hit the luckiest.'

'Vell, gentlemen I purtest against these proceedings,' replied Easthupp; 'I came here to have satisfaction from Mr. Easy, not to be fired at by Mr. Biggs.'

'Don't you have satisfaction when you fire at Mr. Easy? replied the gunner; 'what more would you have?'

'I purtest against Mr. Biggs firing at me.'

'So you would have a shot without receiving one?' cried Gascoigne; 'the fact is, that this fellow's a confounded coward, and ought to be kicked into the cooerage again.'

At this affront, Mr. Easthupp rallied, and accepted the pistol offered by the gunner.

'You ear these words, Mr. Biggs; pretty language to use to a gentleman. You shall ear from me, sir, as soon as the ship is paid off. I purtest no longer, Mr. Tallboys; death before dishonor—I'm a gentleman, damme!'

At all events, the swell was not a very courageous gentleman, for he trembled most exceedingly as he pointed his pistol.

The gunner gave the word as if he were exercising the great guns on board ship:

'Cock your locks!—Take good aim at the object!—Fire!—Stop your vents!'

The only one of the combatants who appeared to comply with the latter supplementary order was Easthupp, who clapped his hand to his trousers behind, gave a loud yell, and then dropped down, the bullet having passed clean through his seat of honor, from his having presented his broadside as a target to the boatswain as he faced towards our hero. Jack's shot had also taken effect, having passed through both the boatswain's cheeks, without further mischief than extracting two of his best upper double teeth, and forcing through the hole of the farther cheek the boatswain's own quid of tobacco. As for Mr. Easthupp's ball, as he was very unsettled, and shut his eyes before he fired, it had gone, the Lord knows where.

The purser's steward lay on the ground and screamed; the boatswain spit his double teeth, and two or three mouthfuls of blood out, and then threw down his pistol in a rage.

'A pretty business by God,' sputtered he, 'he's put my pipe out. How the devil am I to pipe to dinner when I'm ordered; all my winds 'scaping through the cheeks?'

In the meantime, the others had gone to the assistance of the purser's steward, who continued his vociferations. They examined him, and considered a wound in that part not to be dangerous.

'Hold your confounded bawling,' cried the gunner, 'or you'll have the guard down here! you're not hurt.'

'Han't hi?' roared the steward; 'oh, let me die, let me die; don't move me!'

'Nonsense,' cried the gunner, 'you must get up and walk down to the boat; if you don't, we'll leave you—hold your tongue, confound you. You won't then, I'll give you something to halloo for.'

Whereupon Mr. Tallboys commenced cuffing the poor wretch right and left, who received so many

swinging boxes of the ear, that he was soon reduced to merely pitiful plaints of 'Oh, dear!—such inhumanity—I purtest—oh dear! must I get up? I can't indeed.'

'I do not think he can move, Mr. Tallboys,' said Gascoigne. 'I should think the best plan would be to call up two of the men from the cooperage, and let them take him at once to the hospital.'

The gunner went down to the cooperage to call the men. Mr. Biggs, who had bound up his face as if he had the toothache, for the bleeding had been very slight, came up with the purser's steward.

'What the devil are you making such a howling about? Look at me with two shot holes through my figure head, while you have only got one in your stern: I wish I could change with you, by heavens, for I could use my whistle then—now, if I attempt to pipe, there will be such a wasteful expenditure of his majesty's stores of wind, that I shall never get out a note. A wicked shot of yours, Mr. Easy.'

'I really am very sorry,' replied Jack, with a polite bow, 'and I beg to offer my best apology.'

From the Sailor's Magazine.

ORIGIN AND PROGRESS OF THE AMERICAN SEAMEN'S FRIEND SOCIETY.

Very soon after the first movements for the peculiar benefit of seamen, in the United States, it became evident to those who felt the deepest interest in the subject that the work was but half accomplished, when arrangements were made for preaching the Gospel to seamen in our own ports. Seamen were at home but a small part of the time, while, often, many months passed in which they were visiting different foreign ports. In looking at this subject the idea occurred, that if chaplains for seamen could be stationed in all the large foreign ports, to await the arrival of the sailor, instructing him in every practicable way, and preaching the Gospel to him, that much of the difficulty in relation to his frequent absence from home might be obviated. And now the question came up, who should undertake this work? It evidently did not pertain to the foreign missionary societies, as they were engaged in planting the Gospel among pagans. The domestic missionary societies were engaged in supplying the waste places in our own land; and the local societies, which had been formed in the large ports at home, were supporting their establishments, and could not well do more.—Hence it seemed necessary to organize a society whose main object should be to sustain chaplains for seamen in foreign lands. This project was a matter for conversation for some time, and at length, in the month of September, 1825, there was inserted in the *Mariners' Magazine*, a weekly publication then issued in the city of New York, by the Rev. Mr. Truair, a communication, signed by one hundred and fourteen respectable masters and mates of vessels, expressing a deep interest in the promotion of morality and religion among seamen, and a hope that the project of a "National Seamen's Friend Society, on the principles of the great institutions of benevolence in our country," might be carried into effect. The plan was also recommended by others in various parts of the country, whose opinions had been sought on this subject.

A public meeting was held in the city of New York, on October 25th, 1835, to deliberate on this subject. The Hon. Smith Thompson, then Secretary of the Navy, presided. Addresses, warmly recommending the formation of a national society, were made by Rev. Dr. McAuley, of the Presbyterian church; Rev. Mr. Summers, of the Baptist church; Rev. Dr. McMurray, of the Reformed Dutch church, and Rev. Dr. Bangs, of the Methodist church. It was resolved to form a society. A committee was appointed to prepare a constitution, and the meeting

was adjourned. On January 11th, 1826, the adjourned meeting was held, the proposed constitution was adopted, and the officers chosen. But at this moment other great objects came crowding upon the public mind in rapid succession, and the Board of Managers suspended all operations for nearly two years. In May, 1828, a new organization took place, the original form of the society being retained, and officers were appointed for the year. In the autumn of that year the Rev. Joshua Leavitt, of Stratford, Conn. was appointed general agent of the society, and entered upon the duties of his office; and the first public annual meeting of the society was held on the 11th of May, 1829. The Hon. Smith Thompson was appointed president of the society, Capt. Silas Holmes, treasurer, and Rev. Charles P. McIlvaine, now Bishop of Ohio, corresponding secretary.

In the summer of that year an engagement was made with the Rev. Dr. Abeel, a young clergyman of the Reformed Dutch church, to spend one season in preaching to the sailors at the great port of Canton, in China. It was an experiment, intended to test the practicability of executing such an enterprise. The experiment was a satisfactory one, and more permanent chaplains were sought to enter the whitening fields.

At the third annual meeting of the society, in May, 1831, the Hon. Smith Thompson, the president, declined a re-election, and was succeeded by Adrian Van Sinderen, Esq. of Brooklyn, who remains in office at the present time.

In the spring of 1832, three young men were found ready to engage as chaplains for seamen in foreign ports, viz. Rev. Edwin Stevens, Rev. Flavel S. Mines and Rev. John Diell. Their services were secured, and during the year they were sent out, Mr. Stevens to Canton, Mr. Mines was first designated for Marseilles, and afterward sent to Havre, and Dr. Diell to Oahu, one of the Sandwich islands. These stations have been maintained to the present time, and with apparently increasing interest and usefulness. At Canton the place of worship is on ship-board, at the ship anchorage, thirteen miles below the city, near Whampoa island. Mr. Stevens is still the preacher. At Havre, a small "upper room" was rented in the city, where meetings, on the Sabbath, have been constantly held, as well as weekly lectures, prayer meetings, and a Sabbath school. After about two years Mr. Mines entered another service, and was succeeded by the Rev. David De F. Ely, who was recently removed to Marseilles, as a seamen's chaplain there, and is succeeded at Havre by the Rev. Eli Sautell. At Oahu the cause is flourishing. Mr. Diell is still usefully employed there. He carried out with him materials for a chapel and dwelling-house, both of which have been built, having rooms prepared in the basement of the chapel for the accommodation of officers and sailors, as reading rooms, library, &c.

During the summer of 1832, Mr. Leavitt resigned his office as general agent of the society, and was succeeded by the Rev. Joseph Brown, who had, for several years, been devoted to the seamen's cause, as stated preacher to them, at Charleston, in South Carolina, and in the following spring Mr. Brown was appointed corresponding secretary of the society.

In the month of April, 1833, the society was incorporated by the Legislature of the State of New York, with power to hold real estate to the amount of \$50,000, and such personal estate as may be necessary to promote the objects of the society, not exceeding \$100,000. Under this act the society was legally organized, and a constitution adopted June 19, 1833. The society having been in operation for several years, the grounds partially surveyed and the wants of the seamen better understood, the efforts of the society were now enlarged, and more definitely stated. Not only ministrations of the Gospel, but boarding-houses, savings banks register-offices, libraries, museums, reading-rooms and schools were

among the objects stated as claiming a share in the efforts of the society.

During the summer a lot of land was purchased, in the city of New York, as a site of a building for the accommodation of the society, with the intention ultimately of bringing together the several institutions in the city designed for the benefit of mariners, that, by a combined influence, more might be accomplished. This was about the last work of the lamented corresponding secretary of the society, the Rev. Mr. Brown. He died in the city of New York, September 16, 1833, at the age of 46 years. His successor, the present secretary, was appointed in October following.

In the course of the following year an arrangement was made with the Rev. Josiah Brewer, missionary at Smyrna, whereby the seamen at that port should receive some portion of his labors.

During the same season the Rev. Charles Rockwell was engaged as a chaplain for Marseilles, and embarked for that port on board of the United States frigate Potomac. The ship had no chaplain, and Mr. Rockwell officiated in that capacity. When he arrived in the Mediterranean, finding himself usefully employed on board the ship, and being urged by the captain to remain, he consented to do so, and Marseilles still remained destitute. Before the year closed, another chaplain was appointed, the Rev. Albert Williams, who was stationed at Mobile, with the expectation that he might labor to good effect among the seamen at the city and in the bay. This movement on the part of the society was very cordially received by the people at Mobile; and before the first year had closed they formed a port society at that place, and engaged Mr. Williams as a chaplain on their own account.

Early in the next year, 1835, the Rev. O. M. Johnson was appointed as a chaplain to seamen at Rio Janeiro. He went out in the autumn of that year.

Since the present year commenced a still farther advance has been made. The port of Marseilles, though a favorite point, had never yet been supplied, and the society having secured the services of the Rev. Eli N. Sautell, appointed him to labor at Havre, and transferred the Rev. Mr. Ely to Marseilles, he having a good knowledge of the French language and character, and being in this respect peculiarly fitted for that station.

During this year, also, some efforts have been made by the society for the benefit of the sailors at Pensacola, in West Florida, and the Rev. Ashbel Steele has labored there. He has now left that place, and the station is vacant.

An arrangement has also been made with the prudential committee of the American board of commissioners for foreign missions, whereby, through the resident missionaries at Batavia, Singapore and Lahaina, in the Sandwich islands, the seamen at those ports will receive particular attention, and the way will be opened for the labors of permanent chaplains.

The seamen, boatmen, and canal-men, on the lakes, rivers, and canals in the western country have also received a share of the attention of the Seamen's Friend Society. In the summer of 1830 the society employed the Rev. Gordon Winslow as an agent to visit the more important places on the lakes and rivers, and to establish, if possible, Bethel institutions at the more important points. Under this commission Mr. Winslow traversed the country from Oswego to Detroit; attention was excited, and it is believed much good was ultimately effected. In 1833 the Rev. Stephen Peet was appointed agent of the society in the western counties, and labored for two years in this capacity, in which time more permanency was given to several of the Bethel stations on the lakes. In the summer of 1836, "The American Bethel Society" was formed by a convention held at the city of Buffalo, and the operations on the western way will hereafter be conducted by that society.

INTERNAL IMPROVEMENTS.

INCREASED FACILITIES OF INTERCOURSE AND TRAVELLING IN THE UNITED STATES.—The following highly interesting article is taken from the American Almanac for 1837, than which we know of no work more admirable in its way. Had any of us been told, forty years since, that the result here given could have come within the compass of possibility, in so short a space of time, we should have regarded the statement as an attempt to play upon our credulity.

The great and rapid improvement which has taken place in the condition and circumstances of the people of the United States, since the American revolution, is strikingly illustrated by the increased facilities of travelling and intercourse between the different parts of the country, by means of turnpike roads, canals, railroad cars, all of which were, at that time, wholly unknown here, with the exception of stage coaches, which had been established on two or three short routes. But it is since the close of the last war with Great Britain, that the spirit of enterprise, with respect to internal improvement, has been chiefly manifested; it is, at the present time, especially active, and promises, should nothing happen to check its progress, to accomplish much more in the ten succeeding years, than has been effected in twice the number of any years that are past.

The present facilities of intercourse are altogether beyond what not only the first settlers of the country, but also the inhabitants no more than fifty years ago, could have conceived to be possible. The following statement of Gov. Everett, at the late centennial celebration of the settlement of Springfield, Massachusetts, is scarcely an exaggeration:—"Such was the difficulty of crossing the pathless wilderness which lay between them [the first settlers of Massachusetts,] and the coast, that a man may now go from Boston to New Orleans by way of Pittsburg, a distance of more than 2,500 miles, in about as many days as it took the first settlers to reach the banks of Connecticut river."

In the year of 1751, a convention of delegates from the English American colonies, met at Albany for the purpose of forming a *plan of union*; and it was proposed, that, if the plan were carried into effect, Philadelphia should be the place of meeting. The reasons in favor of the city were stated by Dr. Franklin, a member of the convention, who was evidently disposed to give the most favorable representation of the facilities of intercourse which the case admitted, as follows:

"Philadelphia was named as being nearer the centre of the colonies, where the commissioners would be well and cheaply accommodated. The high roads through the whole extent, are, for the most part, very good, in which forty or fifty miles a day may very well be, and frequently are, travelled. Great part of the way may likewise be gone by water. In summer time, the passages are frequently performed in a week from Charleston to Philadelphia and New York; and from Rhode Island for New York through the sound in two or three days; and from New York to Philadelphia, by water and land, in two days, by stage, boats and wheel carriages that set out every other day. The journey from Charleston to Philadelphia may likewise be facilitated by boats running up Chesapeake bay, three hundred miles. But if the whole journey be performed on horseback, the most distant members, viz: the two from New Hampshire and from South Carolina may probably render themselves at Philadelphia, in 15 or 20 days; the majority may be there in much less time."

But such a change has now taken place, that one may travel with ease from Concord, the capital of New Hampshire to Philadelphia, or from Boston to the City of Washington, all the way in railroad cars and steam boats, a distance of about 450 miles in less than 43 hours, and the passage between New York and Philadelphia is performed in from seven to eight hours.

Stage coaches were very little known in this country till a period subsequent to the close of the revolutionary war; and for some time after they were introduced, they did not often go more than about 40 miles in a day. In England, in 1706, the stage coach was four days in going from London to York, a distance of about 200 miles, which has, for some years past, been travelled in about 20 hours. The first stage coach drawn by four horses in Massachusetts, of which we have any knowledge, was established in 1774, running between Boston, Salem, and Newburyport. An intelligent gentleman, who travelled in the first stage coach from Boston to Worcester, makes the following statement: "Lemuel Pease, of Shrewsbury, established the first line of stages between Boston and Worcester, in 1782; afterwards extended to Hartford, and subsequently to New York. Before that time, the public mail was carried on horseback by Messrs. Hyde and Adams, alternately, every thing being conveyed in a pair of saddlebags, and one mail a week only coming from the south. After New York was evacuated by the English in 1783, the mail was extended to that city. But the principal intercourse from the north was by water. In 1786, Mr. Ballard set up the first hack in Boston. It was a chaise, and was stationed by the old state house. A coach was soon after added.

The first turnpike corporation in Massachusetts was granted in 1795; the oldest canals in the United States of any considerable magnitude, are the Santee canal and the Middlesex canal, the former of which was completed in 1802, and the latter in 1808. The oldest canal which has been much used for conveying passengers, is the Erie canal, which was completed in 1825. The oldest railroad in the United States, the Quincy Railroad in Massachusetts, only three miles in length, was finished in 1827. The railroad, which was first used in the United States for conveying passengers is the Baltimore and Ohio Railroad, (not yet finished) which was opened for passengers from Baltimore to Ellicott's Mills, 13 miles, in 1830. The first steamboat that was used in any part of the world for conveying passengers, was one which commenced sailing on the Hudson, between New York and Albany in 1807.

The first post office in America was established at New York in 1710. In 1790, the number of post offices in the United States, was only 75, and the extent of post roads 1,875 miles. In 1835, the number of post offices was 10,770; the post routes covered about 112,774 miles. In daily, or less frequent trips, the mails were carried on these routes about 25,809,486 miles, viz:—16,874,050 miles on four-horse post coaches and two horse stages; 7,817,973 miles on horseback, and in sulkies; 996,959 miles in steamboats; and 270,504 miles in railroad cars.

The rivers and waters of the United States present a vast field for steamboat navigation, which is more in use here than in any other parts of the world. This mode of navigation has produced surprising changes with respect to facilities of intercourse, especially in this extensive region which is watered by the Mississippi and its tributaries. In the western country the present century has witnessed extraordinary changes and wonderful improvements in the arts of civilized life; and a system of internal improvements is now in progress there, which, considering the recent settlement of the country, may be justly regarded as magnificent. The following account of "things seen by a young son of the west," originally published in the "Cincinnati Register," is extracted from the "People's Magazine," for July 13th, 1833.

"I have seen the time when the only boat that floated on the surface of the Ohio, was a canoe, propelled by poles used by two persons, one in the bow and the other in the stern.

"I have seen the day, when the introduction of the keel boats, with a single roof, was hailed as a mighty improvement in the business of the west.

"I remember the day when the arrival of a Canadian barge (as the St. Louis boats were called at the head of the Ohio,) was an important event in the transaction of the year.

"I remember the day when a passage of four months from Natchez to Pittsburgh, was called a speedy trip for the best craft on the river, and when the boatmen, a race now extinct, leaped on shore after the voyage, and exhibited an air of as much triumph as did the sailors of Columbus on their return from the new world.

"I remember the time when the canoe of a white man dare not to be launched on the bosom of the Alleghany.

"I remember the time when a trader to New Orleans was viewed as the most enterprising amongst even the most hardy sons of the west; on his return from his six months' trip, he was hailed as a traveller who had seen the world.

"I remember the day when the borders of the Ohio were a wilderness, and New Orleans was '*toto orbe divisa*,' literally cut off from the new world.

"I have lived to see the day when the desert is flourishing as the rose; when the race of boatmen has become extinct, and their memories only preserved in the traditional tales of our borderers.

"I have lived to see two splendid cities, one devoted to manufactures, the other to commerce, sprung up, where in my boyhood, nothing appeared like civilization but the hut of the soldier or the settler.

"I have lived to see a revolution produced by a mechanical philosophy, equal to that effected by the art of printing. It has changed the character of western commerce, and almost proved that the poetical wish of 'annihilating time and space,' was not altogether hyperbolical. By it Pittsburgh and New Orleans have become near neighbors.

"I have lived to see the day when a visit to New Orleans from Cincinnati, requires no more preparation than a visit to a neighboring country town. I remember when it required as much previous arrangement as a voyage to Calcutta.

"I have lived to see vessels of 300 tons arriving in 12 or fifteen days from New Orleans at Cincinnati; and I calculate to see them arrive in ten days.

"I have lived to see vessels composing an amount of tonnage of upwards of 4,000 tons, arrive in one week at the harbor of Cincinnati.

"All these things I have seen, and yet I feel myself to be entitled to be numbered among the young sons of the west."

The steamboat Mediator has been recently stated to have performed the passage in July, 1836, from New Orleans to Louisville in 7 days and 15 hours; at the same rate it would have reached Cincinnati in about 8 days, so that the expectation of this "young son of the west," is already more than realized.

COCHRAN'S RIFLE.—The New York Star says:

"In answer to the queries respecting this invention, we are authorised by Mr. Cochran to state:—

"1st. That he is the original inventor of the instrument, and that there is nothing on record, either in the patent offices of Europe or of this country, which bears any resemblance to, or touches this principle. Mr. Cochran further adds, that he has taken out patents in the United States, England, France, Holland, and Russia; and that he is ready at any time to prove his legitimate title to the invention in a court of law.

"2d. As to the sale of patent, that is a private affair, and Mr. Cochran does not feel himself called upon to reply."

There is a clerk in the French war department, who, in various battles, has received no less than 75 wounds, and has been twice trepanned for fractures of the skull. His name, oddly enough, is Laguerre—in English, war.

The following letter, says the Buffalo Journal, was received by a gentleman of this city from the talented American artist, Mr. George Catlin. Believing it will prove interesting to our numerous readers, we give it an insertion. Should Mr. Catlin succeed in rescuing the name of the Red man from that oblivion to which it is fast hastening, he will deserve the gratitude of every American, and will win for himself a name more enduring than marble monuments could preserve for him. Success attend him in his praiseworthy undertaking.

PRAIRIE DU CHIEN, Oct. 1, 1836.

DEAR SIR: Since I left you I have been through a variety of scenes of toils and hardships, yet of pleasure and satisfaction. *The Red Pipe Mountain* which I told you was one of the principal objects of my summer's campaign, I have seen, and from it I am now winding my way back again, and with good luck I shall be able to reach your beautiful city in a few days after the receipt of this letter. At that time I can give more of detail, but at present, in brief, a few ideas of this strange anomaly in nature, and the mode in which we approached it. I mean the Pipe Stone Quarry, on the Coteau du Prairie—anomalous, inasmuch as it is the only locality of this mineral known of, and located on the summit of the Coteau du Prairie, one of the sublimest scenes in nature, at the distance of about 180 miles N. W. of the Falls of St. Anthony; which distance is one of almost entire prairie and richest soil. We commenced rising the grand swells of the Coteau—and for the distance of 40 miles we gradually rose, swell above swell, and terrace above terrace, where, for the whole distance, not a tree, nor a bush, nor a weed was to be seen. A beautiful green turf covers the whole distance, the grass of which is not more than 3 or 4 inches in height, and green and soft to the eyes as velvet. When lifted to its very extremity, one seems to stand almost in the clouds, and behold around him the most extended and magnificent panorama of countless hills, and mounds, and plains, that multiply and diminish in distance to infinity. The whole of this vast landscape is without tree or herbage, save the grass which covers every thing like a carpet of green velvet.

On the very top of this ridge, which divides the waters of St. Peters from the Missouri, is situated, (by some freak of nature which is difficult to understand,) the quarry of the Red Pipe Stone. There is something so exceedingly pretty and picturesque in the appearance of the place itself, that it cannot be described; which together with the exquisite beauty of the stone, and the interesting tales, mysteries, and traditions relating to it, will be rich subjects for the labors both of my brush and pen, which I may hereafter use for the instruction and entertainment of the world. The quantity of stone that might be procured is almost without limits, and its exceeding beauty can only be known by the examination of specimens which I shall bring with me. That part which the Indians use (and which only they will use) is deep red, entirely inferior in beauty and richness to those parts which are variegated with almost the colors of the rainbow.

The singular appearance of a precipice, two miles in length and 30 feet high, in the middle of this smooth stoneless region of green fields, is of itself a striking object to look upon; and when that perpendicular ledge is contemplated and viewed as it is, of all colors, and polished by the action of the air upon it, as if a liquid glazing had been poured over it, one stands filled with wonder and admiration.

The Indians have an idea that this red stone is a part of their flesh, that they were created from it, and that it would be sacrilegious and impious to convert it to any other use than the pipe, which is used for peace-making and conciliating the Great Spirit.

These feelings so wrought upon them that when we were passing through a village of theirs at and near the Traverse de Loix, 150 miles from the quarry, they assembled in numbers around us, and made us prisoners, lavished their threats upon us in every possible form, telling us that the Sioux had, altogether in council, resolved that no white men should ever go there. They threatened to kill our horses, and even ourselves, if we undertook to go on. We persisted, however, in the determination to go on, even at the risk of our lives, which we did (after being detained for some time)

though they sent expresses ahead of us, and gathered around us, making us trouble and vexation by their threats, and cries, and groans, at every village through which we passed. They considered it an invasion of their religious privileges, and consequently were greatly distressed. We said every thing we could to convince them that our views were friendly, and that we went to gratify our curiosity, instead of going, as they said, to see what it was worth. We did not satisfy them, but we reached the place with much difficulty, and satisfied ourselves for all the trouble and toil of a summer's campaign. I shall in some form or other give the speeches of these Goths and Vandals, as they were thrown in our faces, and also many other of traditions and superstitions, which will be curious.

In haste, your friend,

GEO. CATLIN.

Communicated for the New York American.

THE LATE CAPT. LANE.—Extract of a letter from a gentleman in the army, to a relative of Capt Lane, in this city, dated

"ST. AUGUSTINE, Oct. 23, 1836.

"DEAR SIR:—There is a report, which, no doubt, you will hear, that Capt. Lane has killed himself. I regret to say, it is too true that he is dead, but I believe, and the same is the opinion of the officer, my informant, who has just come in from Black creek, that he came to his death by accident. The circumstances, as he relates them, are these:

"Capt. Lane, who you know was in command of a regiment of Creek Indians, arrived at Fort Drane from the Withlacoochee, about two hours after Capt. Galt arrived there. He went into Capt. G's tent, and appeared quite cheerful, but remarked, he felt unwell, and had a violent pain in the right side of his head, and asked if it was not very warm. Captain G. said he thought not, but that he would go out and raise the tent. He had but just gone out for that purpose, when he heard a groan from Captain L. He returned, and found him on his knees, with his sword in his right eye, it having entered three or four inches. He did not speak a word afterwards, but died in a few minutes. It is said he had the brain fever, which I have no doubt was the case, and he was holding his naked sword in his hand, as he had been doing ever since he entered the tent; he probably put the point to his eye, and from extreme pain, or from falling, it accidentally entered, thus causing his death.

"No cause whatever can be assigned for the act being committed intentionally. He was highly respected and esteemed by all who knew him. No officer has been more rapidly advanced than he has been, or enjoyed in a greater degree the confidence of his commanding officer, as the situation which he held at his death will abundantly testify. And now there is nothing left for us but to lament his untimely end, and to draw that lesson from it for our own edification, which it so feelingly teaches us, that all the honors and glories of this world are as fleeting as they are worthless, and that our grain of heavenly hope is worth them all."

The following notice is also sent to us:

DIED.—Suddenly, at Fort Drane, Florida, on the 20th Oct. ult., Lieut. Colonel John F. Lane, of the U. S. A., in the 26th year of his age.

"But seldom hath thy trophied car, Oh! Death!
Conveyed in triumph to thy dark domain
A richer spoil."

It is painful to discharge the last duty of friendship, by recalling the merits of the departed, but it is doubly so when performed by a relative. Those only who have experienced the feeling, can form a just conception of its intensities.

In rank beyond his years, but not exceeded by his merits, enjoying the caresses of a numerous circle of friends, amidst a flood of prosperity, and in the plenitude of glory, he has been cut down at a moment when least prepared for his end. It does not fall to

the lot of any to be perfect, but as far as splendid talents, skill, address, education, polished manners, amiable disposition, and winning way, tend to that end, thus far did he excel. A few slight faults which age and experience would have corrected, were scarce visible when associated with so many virtues.

Col. Lane graduated at the Military Academy in 1828, in the full confidence of his officers. He was attached to the institution as an assistant professor of philosophy, in which capacity he displayed that untiring ability which characterized him in every position in which he has been placed. He afterwards joined his regiment at Fort McHenry, near Baltimore, and after being engaged in different ways, under orders from Government, he was entrusted with the construction of the Delaware break water, a charge of much responsibility. About this time he had a personal difficulty with Mr. Ewing, then member of Congress, and was summoned before a court of enquiry, convened at Washington, to report upon the merits of the case, which they did by honorably acquitting him.

When Gen. Jesup was placed in command of the forces of the army, to operate against the Creek Indians, Col. Lane (then lieutenant) was attached to his personal staff, and appreciating the advantages of such a position, he was determined to distinguish himself, should an occasion occur. The writer aided him in procuring the little equipage necessary for prosecuting the Creek war, and never was a soldier's heart more elevated with hopes and expectations from the glory of a campaign, and never one more ready to sacrifice life itself, if necessary, upon the field of battle.

About the time he joined his corps, a commission, as a captain of dragoons, was conferred upon him by the President. Gen. Jesup, after the close of the Creek war, having occasion for an officer to take command of the friendly Creeks, raised to operate against the Seminoles in Florida, Capt. Lane was assigned to this duty, with the rank of a lieutenant colonel, in which station, up to the time of his death, having distinguished himself in several skirmishes with the enemy, and showed that the confidence which had been reposed in him was not misplaced.

The weight of responsibility, and the desire to discharge it with credit to himself, joined with the excitement attendant upon the din and confusion of an Indian war, no doubt brought on a brain fever, and under the excitement which it produced, the accident occurred, which hurried him into the presence of his Maker. May the laurels which he has won, and which were yet fresh upon his brow, never be tarnished by his misfortune. D.

NAVAL DEPOT.—In our previous remarks on this subject, we endeavored to point out the superior advantages, enjoyed by Charleston, over any other port south of the Chesapeake; the obligations due to this State, and our claims on the General Government, for the establishment of a naval depot here. We now proceed to show the advantages to the Government, and the greater efficiency of the naval service in the West Indies, that would result from such an establishment at this place. Charleston is nearer to Porto Rico and the greater part of the Island of Cuba, than any other station. Small vessels of war, (of which description our West India squadron commonly consists) cannot take in a supply of water, provisions, and refreshments, to last any length of time, and must abandon their cruising ground, to seek for fresh supplies. These may be had at all times here. It is common for vessels to be four or five weeks in beating to windward from the west end of Cuba, to gain the east end or Cape May; and great inconvenience and loss of time is always experienced in going from the cruising ground to Pensacola or Key West, to obtain the necessary supply of water and provisions, which

last, are always scarce, high, and indeed difficult to be obtained at those places, at any price. A vessel, by commencing her cruise from Charleston can make her way by either of the windward passages, into the West India seas, in a much shorter time, than from any eligible port to the south of this; and moreover, vessels beating to windward, strain their hulls and rigging, and have less opportunity of falling in with, and capturing pirates and slavers. When bound on a cruise off the coast of Cuba, a vessel from the Gulf must sail either by Cape Antonio and beat up the south side of Cuba against the trade wind, or by the old straits of Bahama. By either of these routes, she must work up directly in the wind's eye, and the latter passage is well known to be full of danger, from sunken rocks and formidable keys, which line the whole coast of Cuba. After a cruise, the men require fresh provisions, vegetables, and good water. These cannot be had, in sufficient abundance and so cheap, at any port south of Charleston. The harbor being already fortified, there would be no necessity to expend any part of the public treasure in the erection of new fortifications, and this consideration we trust, will have due weight, even if all other things were equal, which as we think we have shown they are not, but greatly preponderate in favor of this port.

If then these remarks are well founded, as we believe them to be, the obvious course of the Government, is to establish a *naval rendezvous* at Charleston, and, as a necessary consequence, a *navy yard*, by which means, our numerous and worthy mechanics, (and indeed, every class of our fellow citizens,) will be benefited.

We would respectfully beg leave to call the attention of our fellow-citizens to this subject. A memorial to the Senate and House of Representatives will be left at this office for signatures, where all those who approve the application are requested to call and sign the same, as there is reason to believe that this only is wanting or at least will go very far to ensure our success.—*Charleston Courier.*

SELECTED POETRY.

From the New York Mirror.

THE GREEN MOUNTAIN BOYS.

BY WM. C. BRYANT.

Here halt we our march, and pitch our tent,
On the rugged forest ground,
And light our fire with the branches rent,
By the winds from the beeches round.
Wild storms have torn this ancient wood,
But a wilder is at hand,
With hail of iron and rain of blood,
To sweep and scath the land.

How the dark waste rings with voices shrill,
That startled the sleeping bird;
To-morrow eve must the voice be still,
And the step must fall unheard.
The Briton lies by the blue Champlain,
In Ticonderoga's towers,
And ere the sun rise twice again,
The towers and the lake are ours.

Fill up the bowl from the brook that glides
Where the fire-flies light the brake;
A ruddier juice the Briton hides,
In his fortress by the lake.
Build high the fire, till the panther leap
From his lofty perch in fright,
And we'll strengthen our weary arms with sleep,
For the deeds of to-morrow night.

PRINTING,

OF EVERY DESCRIPTION,

Neatly and accurately executed at the Chronicle office.

WASHINGTON CITY;

THURSDAY,..... NOVEMBER 17, 1836.

DETENTION OF AMERICAN SEAMEN AND THE RIGHT OF SEARCH.—For the first time, after a lapse of twenty years, do we hear complaints of the detention of an American seaman—not by impressment, but by harboring a deserter; and of the search of an American vessel in pursuit of deserters. Any attempt of either kind must receive the prompt action of our Government; for should it be allowed to grow into a precedent, it may involve us in another war.

Mr. Barrell deserves the highest credit for his manly and persevering stand in defence of his country's rights; and we doubt not that we shall soon learn that Mr. Offley was as prompt and determined.

The following are the paragraphs, respecting the occurrences here alluded to:

Captain Brown, of the brig *Barbara*, at New York from Malaga, furnishes the *New York Star* with the following account of the unjustifiable detention of an American seaman, by the captain of an Englishman of war:

"While the brig *John L. Hudgins*, Capt. Turby, of Philadelphia, was lying in the port of Malaga in September last, one of her crew deserted, and went on board the English man-of-war, brig *Jasseur*, Capt. Hackett, also lying at the same port. The man returning for his clothes, was detained on board the brig from which he had deserted, by the mate, the master being on shore.

A boat from the *Jasseur*, with a midshipman, was sent for the man; but the mate refused to give him up. Immediately another boat with 8 or 10 men under charge of a lieutenant was despatched, when he was seized by force, and together with his clothes, taken on board the English vessel.

The mate entered a complaint to our consul, Geo. G. Barrell, Esq., who promptly sent him, with his vice consul, in charge of a note to the commanding officer on board the man-of-war. No attention whatever was paid to either of these gentlemen or the note, and although a request was made to see the first lieutenant, who was below, he would not come on deck, and they were suffered to remain nearly half an hour, when they returned on shore.

Thus the affair remained during the day, and as the *Jasseur* was on the point of sailing, another note was sent to Capt. Hackett by the United States consul, which was not answered; but Mr. Barrell was informed by the first lieutenant that Captain Hackett was undecided about giving up the man.

Mr. Barrell then, as a dernier resort, despatched another note to Captain Hackett, with orders for the bearer to wait for an answer, stating that unless the man was returned on board the American brig, with all his clothes, in a given time, he would despatch a messenger to Madrid and lay the case before the American Ambassador. No answer was given; but within the time specified, the man with his baggage was returned on board the vessel whence he had deserted, and the *Jasseur* left the port."

The masters of about forty American vessels, then lying at Malaga, immediately addressed a letter to Mr. Barrell, offering him a public dinner as a demonstration of their sense of his manly and spirited conduct, which Mr. Barrell, while expressing his gratitude, declined for various creditable reasons.

CONSTANTINOPLE, Sept. 21.—A circumstance has occurred at Smyrna, which may disturb a little the renewed harmony between France and America. On the 14th the American brig *Banian*, loaded with

Turkish produce for Boston, set sail, and got beyond the castle, when she was forcibly boarded by a French man-of-war's boat. An officer and several men, armed, said they were in search of two deserters, whom they suspected to be on board, and, notwithstanding that Captain Inglee assured them, on his word of honor, that there were no such men in his ship, the French commenced a strict search, and not succeeding in finding the deserters, the officer ordered the American Captain to return to Smyrna. On this the American hauled down his flag, abandoned his vessel, and the French brought her to anchor between the castle and the town. Captain Inglee then went on shore and made his protest. Thus the affair remained when the last accounts left Smyrna. Mr. Offley, the United States consul, is a man who will do his duty, from which he would not flinch a hair's breadth, even were his consulate rattled about his ears. He is another Lord Ponsonby, with this difference, that he will certainly be more promptly supported by his own government. People cannot insult the stripes and stars with impunity."

SOUTHERN NAVAL DEPOT.—The appointment of commissioners to examine the several sites south of the Chesapeake, suitable for a naval depot, has, as might be expected, revived the claims of rival candidates, and led to a canvassing of their relative advantages.

The report of the commissioners will in all probability be laid before Congress at the ensuing session, and as the members from the Southern Atlantic States must feel a strong interest in the measure, we may look for an early discussion of the question.

The condition of the public treasury, and the wants of the naval service, are now no longer stumbling blocks in the way of promoting an object due to the character, resources, and patriotism of the south. It should be no longer a question of debate, whether such an establishment was absolutely essential to the navy; if it were merely a convenience to have a depot on our southern coast for sloops of war and small vessels, that is all sufficient.

There is one view of the case which should not be lost sight of: its tendency to strengthen the harmony of the Union, is worth the expenditure of a large sum of money.

We do not doubt the patriotism of the south; her sons would fly as quickly to the defence of their common country, as those of the north, the middle, or the west. But it is something to feel that we are of importance, whether as members of the human family, or of the Union of the States. Every State and Territory has its representatives in the military and naval service; and those which are so fortunate as to possess forts, arsenals, navy-yards, or other public works, feel a security and a just pride therein; and those which do not possess them, naturally become a little jealous of their more favored neighbors.

As our largest vessels of war cannot enter the southern ports for want of a sufficient depth of water, would not the citizens thereof be gratified at the sight of such as can enter; and would they not take more pride in fostering the navy, when they saw a portion of it gracing their own harbors?

These considerations, aside from the utility of a naval depot south of the Chesapeake, merit attention.

PAY OF THE ARMY.—A communication in this day's paper reminds us of the near approach of another session of Congress; and if political dissensions do not absorb too much of its time, we may hope that the long deferred claims of the army for an increase of pay may be listened to and allowed. If our legislators are desirous of retaining in the army men of experience and of qualification, many of whom they have been at the expense of educating, they must grant such a compensation as will bear some comparison with that which can be gained in many an honorable pursuit in civil life. There is not a graduate of the Military Academy who cannot double the compensation he receives from the public treasury, by withdrawing from the army and entering into the service of some of the numerous rail road, canal and joint stock companies, where their acquirements are in requisition.

The list of resignations, during the present year, is an appalling sight to look upon; and large as it already is, it is much to be feared that it will be increased before the close of the year. Numbers hang on to the service from an attachment which they have imbibed for a military life, and from a hope, which they have never yet abandoned, that Congress would, ere long, admit the justice of their claims, and grant an increase of their too scanty pittance.

The Court of Enquiry ordered to be holden at Frederick, Md. was partially organized on Monday the 7th inst. the President and Judge Advocate being in attendance. On Tuesday, the 8th, Gen. Brady arrived.

A letter was received from Gen. Atkinson, stating that, in consequence of indisposition, it would be impossible for him to reach Frederick before the 25th. The Court was thereupon adjourned over to that day.

Gen. Scott was in attendance, as were several of the witnesses.

The vessels built for the south sea exploring expedition have all been named; the two barques at Boston, are the *Pioneer* and *Consort*; the schooner at New York, the *Pilot*; and the ship at Philadelphia, the *Relief*.

As soon as the equipments are completed, these vessels will rendezvous at Norfolk, from whence it is expected that the squadron will sail in the course of next month.

Lieut. J. Tattnall has been appointed to the command of the *Pioneer*, and Lieut. J. Glynn to the command of the *Consort*.

PROMOTIONS IN THE ARMY.—Major John Bliss, 1st Infantry, to be Lieut Colonel of the 6th Infantry, *vice* D. Baker, deceased. Captain and Brevet Major John Garland, 3d Infantry, to be Major of the 1st Infantry, *vice* Bliss, promoted. First Lieut. J. W. Cotton to be Captain of the 3d Infantry, *vice* Garland promoted. First Lieut. A. S. Miller, 1st Infantry, to be Captain, *vice* Boyce resigned.

First Lieut. L. T. Jamison, 5th Infantry, to be Captain, *vice* T. Hunt resigned.

Extract of a letter to the editor, dated—

“CHARLESTON, S. C. Nov. 8, 1836.

“I will take this opportunity to correct an error which appeared in one of the late numbers of the Chronicle, which, however immaterial in itself, deserves correction.

“Mr. JOHN MAYRANT, of this State, whose dissolution was noticed, was a midshipman of the *Bonne Homme Richard*, in her action with the *Serapis*; but he was *not* the last officer of that famous battle. Mr. RICHARD WALL, of this city, was a lieutenant of marines, and, I think, the first lieutenant. He is now 80 years of age, is very infirm, but is daily to be seen walking our streets.”

NOTE.—We thank our correspondent for his correction; the notice of the death of Mr. Mayrant was copied from a southern paper, although no credit was given at the time.

By an arrival at New York, from Canton, we regret to learn the death of Lieut. ARCHIBALD S. CAMPBELL, late commander of the U. S. schooner *Enterprise*. He died at Macao, on the 3d June, and was buried on the 4th.

Mr. Roberts, who went out in the *Peacock*, as Commercial Agent of the United States, died on the 11th June.

Captain Thomas Hunt, late of the U. S. army, has been appointed Register of Public Lands, at the office in Detroit, Michigan, in the place of John Bidle, Esq., resigned.

Lieut. W. Maynadier, of the 1st artillery, has been appointed Aid-de-camp to Major General Macomb.

LETTERS ADVERTISED.

WASHINGTON, Nov. 15, 1836.

ARMY.—Lt. A. P. Allen, 2. Major T. T. Fauntleroy, 5. Major D. Fraser, 3. Major J. D. Graham, Lt. J. N. Macomb, Capt. G. D. Ramsay.

NAVY.—Mid. J. H. Adams, Dr. A. A. Adey, P. Mid. Goldsborough, Mid. R. L. Love, Master Comd't. C. S. McCauley, Lieut. L. B. Newell, Mid. W. A. Parker, 2. P. Mid. D. D. Porter, Lt. Com. W. Ramsay, Dr. Lewis Wolfley, 2.

PASSENGERS.

NEW YORK, Nov. 7.—Per ship *Virginian*, from Liverpool, Lieut. R. S. Pinckney, of the navy.

Nov. 10.—Per ship *Anson*, from Charleston, Col. W. Lindsay, of the army, lady, four children and nurse; and Capt. J. Green, U. S. A.

Nov. 4.—Per steampacket *South Carolina*, from Charleston, Lieut. B. Poole, of the army.

Nov. 13.—Per ship *Huntsville*, from New Orleans, Lt. J. Duncan, of the army.

CHARLESTON, Nov. 8.—Per steampacket *Wm. Seabrook*, from Savannah, Major J. H. Ashby, of the army, and R. E. Hooe, of the navy.

NEW ORLEANS Oct. 27.—Per schooner *Emblem*, from Tampa Bay, Dr. T. Lee, of the army.

Oct. 30.—Per steamer *Jane*, from Manchester, Capt. Cooke, of the army.

Nov. 1.—Per steamer *Baton Rouge*, from Louisville, Major Glassell, of the army, lady and children.

MOBILE, Oct. 23.—Per steamboat *Watchman*, from Pensacola, Lieut. E. Kibby, of the army.

NORFOLK, Nov. — Per steam-packet *South Carolina*, from Charleston, Lt. G. G. Waggaman, of the army, and Midshipman T. O. Glascock, of the navy.

EDITOR'S CORRESPONDENCE.

"U. S. SCHOONER SHARK,

"Trieste, Aug. 18, 1836.

"A variety of circumstances has occurred to prevent my fulfilling my promise, of sending you from time such information as might be of service to you; and even now I have but a short time left me, after sealing my letters, to drop you a line.

"The squadron left Mahon late in May, and have visited Toulon, Genoa, Leghorn, Civita Vecchia, Naples and Palermo. The Constitution, Potomac, and John Adams, sailed from that port to Messina, where they remained a few days. The Shark touched at Malta, and all reassembled about three weeks ago at Corfu, where we left them for this place the 2d of this month, and arrived here on the 15th. One object in coming here was to get a new mainmast, the old one having proved as rotten as the foremast, which was replaced last winter at Lisbon. We shall leave here in a few days, and rejoin the squadron—report says to take a trip to the Archipelago and coast of Syria, before we go the westward.

"News has arrived of the sailing of the United States from New York, and of her arrival at and departure from Gibraltar. When we left the squadron, she was expected daily from Malta, where it was supposed she would touch on her way to Corfu. The health of the squadron is generally very good; we have literally no sick on board of the Shark. The cholera has been quite violent at this place, but is disappearing rapidly, and you may assure all whom it may concern that there is no danger to be apprehended on our account. We are in quarantine, and may remain so until we have completed the business which brought us here; and so general, and I may add absurd, are the regulations in this respect here, that they have quarantined an American brig for eight days, after a long voyage from New York.

"I am sorry that time does not permit me to be more particular in information as well as dates; but in the hope the scrap of news I send will prove better than none, I send it in haste, such as it is."

ARRIVALS AT WASHINGTON.

Nov. 10.—Maj. T. T. Fauntleroy, 2d drag's., Brown's
Lieut. Z. M. P. Maury, do. Gadsby's.
Paymaster D. Fraser, Fuller's.
Lieut. D. D. Baker, Marine Corps, on his
way to Portsmouth, N. H.
12.—Lieut. F. A. Lewis, 1st art'y., Gadsby's.
14.—Capt. Geo. Wright, 3d inf'y., do.

COMMUNICATIONS.

PAY OF THE ARMY.

MR. EDITOR: I offer, for the consideration of those who legislate in our National Councils, if perchance it should fall under their observation, the accompanying plan (in the form of an enactment) for a more just compensation to the officers of the army. I will not argue the question with them as to whether the army pay ought to be increased; the public voice has settled that; we must regard it a conceded point.

The plan here proposed seems to me the best, since, providing as it does a liberal compensation to the army, it places the compensation received by corresponding grades in the navy and army (always presuming that there will be three grades of admiral, with a pay corresponding to the rank) on an equality, as nearly as may be.

Let the officers of the army then bestir themselves; and urge, by letter, if not in person, on all their friends and acquaintance in both branches of Congress, that something may be done in this matter, and I do not yet despair of our receiving a more just recompense.

A POOR SUB.

AN ACT to regulate the pay of the army of the United States.

Be it enacted, &c. That from and after the passage of this act, the following shall be the annual pay of the officers of the army, to wit:

1. To a Major General,	\$5,500
2. To a Brigadier General,	4,500
3. To a Colonel,	3,500
4. To a Lieutenant Colonel,	3,000
5. To a Major,	2,500
6. To a Captain of the first class (meaning one of ten years standing)	1,800
7. To a Captain of the second class (meaning one under ten years standing)	1,500
8. To a First Lieutenant,	1,200
9. To a Second Lieutenant,	1,000
10. To a Brevet Second Lieutenant,	750

And be it further enacted, &c. That to each officer of cavalry, of the corps of engineers, of the topographical engineers, and of the ordnance department, there shall be allowed the additional annual sum of three hundred dollars.

And be it further enacted, &c. That the following officers, and others doing duty in the staff department of the army, shall receive an annual pay assimilated to one of the preceding grades, as follows, to wit:

1. To the Quartermaster General that of a Brigadier General.
2. To the Adjutant General, and to the Inspector General, each, that of a Colonel of cavalry.
3. To the Paymaster General, to the Surgeon General, to the Commissary General of Subsistence, and to the Commissary General of Purchases, each, that of a Colonel.
4. To a Surgeon of ten years standing that of a Lieutenant Colonel.
5. To a Quartermaster, to a Paymaster, to a Surgeon, to a Topographical Engineer, and to the professors of mathematics, natural philosophy, engineering, and ethics, and to the teachers of French and drawing, in the military academy, each, that of a Major.
6. To an Assistant Surgeon of ten years standing that of a Captain of the first class.
7. To the principal assistant professors of mathematics, natural philosophy and engineering, and to the second teacher of French, in the military academy, to an assistant topographical engineer, and to a military storekeeper, each, that of a Captain of the second class, or that of a Captain of the first class, according to length of service.
8. To Aids-de-camp, to Adjutants of regiments and of the military academy, and to an Assistant Surgeon of five years standing, each, that of a Captain of the second class.
9. To an Assistant Surgeon, that of a First Lieutenant.
10. To the Sword-master, in the Military Academy, that of a Second Lieutenant.
11. To an Assistant Quartermaster, in addition to his pay in the line, the yearly sum of \$500.
12. To an Assistant Commissary of Subsistence, in addition to his pay in the line, the yearly sum of \$180.

And be it further enacted, &c. That the stated salary, provided by this act, shall be deemed a full compensation for all service on which an officer may be ordered, in the line of his profession, as established by law or usage, and in full of all allowances whatever; Provided, That officers shall receive ten cents per mile when travelling under orders, when transportation is not furnished in kind; and one ration per day, when on duty.

And be it further enacted, &c. That officers temporarily performing the duties of a higher grade, or in any of the staff departments of the army, shall receive the compensation of such higher grade or staff appointment: *Provided*, They shall have been in the actual performance of such duty for at least one month.

And be it further enacted, &c. That when an officer is on leave of absence, he shall, for all time of absence over one month, receive only four-fifths, and for all time of absence over four months, he shall receive only two-thirds of the pay to which he would be entitled when on duty.

And be it further enacted, &c. That to each Judge Advocate of a general court martial, and to each recorder of a court of inquiry, there shall be allowed \$3 per diem, during the session of the court, and for each day actually and necessarily employed as such before the session and after the adjournment of the court.

THE LATE COL. J. F. LANE.

At a meeting of the officers of the regiment of Creek volunteers, assembled at Fort Drane, Florida, on the 23d Oct., 1836, to take into consideration in what manner they should express their sentiments in reference to the loss they have sustained, in the decease of their excellent and accomplished Colonel, JOHN F. LANE, which occurred on the 19th inst.

Lieut. Col. Harvey Brown was called to the chair, and Capt. Wm. G. Freeman appointed secretary, when it was *resolved*,

That a committee be appointed to draft and present resolutions expressive of the sense of this meeting.

The committee having been appointed, retired, and in a short time returned, and reported the following preamble and resolutions, which were unanimously adopted:

That inasmuch, as by the recent decease of our lamented commander, Col. JOHN F. LANE, we have been deprived of one whose urbanity and courtesy in private intercourse, and whose unremitting zeal and ability in the discharge of his public duties, had during our brief association, secured to him our entire admiration, respect, and esteem, therefore,

Resolved, That in the death of Colonel Lane, we deeply deplore the loss of one whose pre-eminent talents and acquirements, whose constant activity and enterprise, and whose dignified and affable deportment, did honor to the profession of which he was a member.

Resolved, That we sincerely sympathize with his parents, in their bereavement of a son, whose character and brilliant career were so well calculated to fulfill all the fond hopes and aspirations of their pride and affections.

Resolved, That we will wear the usual badge of mourning for thirty days.

Resolved, that a copy of these proceedings be forwarded by the chairman, to the father of Col. Lane; and that they be published in the Army and Navy Chronicle.

HARVEY BROWN, Lt. Col. Regt. Creek Vols.
CHAIRMAN.

WM. G. FREEMAN,
Capt. & Adj. Regt. Creek Volunteers,
SECRETARY.

W. W. MORRIS, Maj. Creek Vols.

GEORGE BOYD,

Lt. A. C. S. & A. Q. M. Creek Vols.

G. W. HULSE, Asst. Surg. Creek Vols.

JNO. H. WATSON, Capt. Creek Vols.

WM. P. PIERCY, Capt. Creek Vols.

DAVID MONIAC, Capt. Creek Vols.

W. P. ROWLES, Surg. Creek Vols.

S. CASEY, Capt. Creek Vols.

J. B. COLLINS, Lieut. Creek Vols.

JOSEPH ROBERTS, Capt. Creek Vols.

F. SEARLE, Capt. Creek Vols.

DOMESTIC INTELLIGENCE.

REPLY OF GEN. GAINES,

To the invitation to partake of a public dinner with the citizens of Mobile.

MOBILE, Oct. 25, 1836.

GENTLEMEN: I should sooner have attended to the kind and cordial welcome with which you have honored my return to this place, had not the dangerous illness of my beloved wife required my constant attention near her. The distressing malady with which her life has been threatened during the last two weeks, though now apparently yielding in some degree, to the judicious treatment of her physician, aided by the present season of health, with the mild and meliorating climate of Mobile, still requires my constant attention; insomuch as to oblige me to deny myself the pleasure which I had fondly anticipated, of meeting my fellow citizens of Mobile at a public dinner to which they were pleased, through you, to invite me on my return from Florida, and to renew the invitation on the 18th inst.

I owe to the citizens of Mobile a debt of gratitude which no time, nor any change of circumstances can ever cancel, for the honors they have conferred on me, in the "freedom of the city," as well as in the prompt and efficient measures which they have taken to repel the lawless efforts of a band of political gladiators, influenced by the *spirit of party*, to misrepresent my conduct, because, owing, as I do, allegiance to the *United States*, I disdain to pay homage to an *intolerant party*.

Hundreds of irresponsible and anonymous pens have been employed against me, to misrepresent my conduct: first, in my campaign to East Florida—and secondly, in my recent measures to maintain the neutrality of our country, and protect from the perils of an *exterminating war* among our ferocious red and white neighbors of the west, the most vital, and the most vulnerable section of our national frontier.

I was first charged with disobedience of orders, and neglect of duty, in not having shut my eyes against the outbreak of war and desolation upon the frontier of East Florida, within the known limits of my department; and in having attempted to afford protection to the exposed and bleeding citizens of that frontier, who had been authorised to look to me as their protector; and in not abandoning my command to an officer far distant from me. I was thus charged by persons supposed to have some claim to military knowledge, notwithstanding they knew full well that every official act of mine in East Florida took place before the officer appointed to relieve, had found his way to the theatre of war in Florida, within the limits of my department; the only place at which I could upon any sound principle of military law, or without dishonor to myself and the army, having abandoned my command, or suffered myself to be relieved by a junior, or any other officer, until after I had subdued the enemy; which I had the happiness to accomplish, thanks to the officers and men, Louisiana volunteers and regulars, who accompanied me. This is sober truth, the full extent of my offending in Florida, if indeed I committed offence. In this view of the subject I feel convinced that I have said nothing more than will, whenever required by the proper authorities, be established by the concurrent testimony of every intelligent officer and soldier who served with me in Florida, and who had the means of knowing the facts connected with my measures and conduct.

My calumniators have principally, so far as I can learn, abandoned their first charges, mortified and ashamed that they ever had the weakness to array them against me; as no intelligent soldier or citizen can be found base enough to assert that it was not as much my bounden duty promptly to collect force, and fly to the rescue of the suffering pioneers of the wilderness, authorised to rely on me as their protector,

though residing out of the reach of my eyes, as if they had been the most fashionable of my calumniators, and living within my sight; even if it had exposed me and my young warriors to the sad dilemma of being a little hungry, or even of being quite without rations for a few days. He who enters the military service of his country, must have spent his time at school most unprofitably if he has not learned that occasional privation of food and comfort, can seldom fail to attend the labors of an active campaign; and more especially when in conflict with a savage foe.

The degrading and afflictive scenes which followed my campaign in East Florida, need no comment from me. They cannot fail to receive the attention of the people of the United States, through their public functionaries, whenever the turmoil of party struggles shall subside.

I take great pleasure in the belief that the Tennessee and Florida volunteers, aided by the few regulars now in Florida, will speedily terminate the war, and that no vain or visionary votary of European plans, will again be found to renew its horrors.

If in my humble efforts to preserve the south-western frontier, from the heart-rending scenes of savage war and desolation, such as have covered Florida with deep mourning, and such as must penetrate the heart and awaken the sensibilities and sympathies of every patriot of our country, I have incurred the censure of a high public functionary placed over me, I have the satisfaction to know that I have acted in strict obedience to the law of the land prescribing the oath which I have taken, and in obedience to which I have probably seen as much hard service as any man in the United States now living—an oath which requires me to bear true faith and allegiance to the United States of America, and to serve them honestly and faithfully against their enemies or opposers whomsoever, and to observe and obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the rules and articles of war.

I have been actuated by the same zeal in my efforts to protect the people of the western frontier, as that with which I was animated and sustained 21 years past, in the protection of the people of the great and magnanimous State of New York.

I was aware that my measures, and my plan of operations, were unfashionable and unpopular, because they were drawn from the experience of such as Washington, and Wayne, and Shelby, and G. R. Clark, and Adair, and Campbell, and Sevier, Robertson, Coffee, &c., &c., and not from the splendid systems of Napoleon, which, though admirable in Europe, during the last, and a few years of the present century, are wholly inapplicable to our purposes at the present time, more especially for our operations against Indians. My plans were, as they had long been, predicated upon the supposition, that whenever there is good reason to calculate on a war with a savage foe, it is proper instantly to place between the red man and the white man an effective force, and thus to commence the work of *protection*, if possible, before the work of *desolation* shall have begun. By this means *protection* is afforded to the *living citizens*, rather than, as in Florida, to the *ashes of the slain*.—This is what I deem to be that protection which the Constitution of the United States guarantees to all the people of the United States.

I am well aware that if, by this kind of *protection*, the frontier is preserved from attack, there will always be found in our beloved land of freedom, managers of elections, and other interested men, ready and willing to swear there was no danger.

For example, suppose I had a year ago proclaimed that the people of East Florida could not be protected without two battalions being added to the slender force then scattered over the extensive frontier of that Territory, separated by a wilderness, of near twenty thousand square miles in extent; I should

have been deemed crazy, at least by those who were unwilling to incur the expense or trouble of an occasional military movement, until the progress of the war leaves little or nothing to protect but an extended ruin—a howling wilderness. Or, if I had failed to fly to the assistance of the frontier, after hearing of the murders of December last, is it not more than probable that the persons who have been pleased to censure me, would have felt themselves equally authorized to disapprove and censure my omission?

I will only add, that, if I did not hold myself always ready to risk my popularity and my life in the honest discharge of my duty in the national defence, I should feel that I was unworthy the trust reposed in me, and unworthy of being a *citizen of the United States*, or a citizen of Virginia, of Tennessee, or of Mobile.

I am happy to have it in my power to inform you that my health has never been better than it has been during the last five months. I was afflicted with a bad cold for a few days during the early part of May, but I have never been confined to my tent, or to a room, five days, by sickness of any kind, during the last ten years. And it was a mistake, unintentional, I am sure, that I have ever applied for a furlough, to visit any springs for the benefit of my own health. I did apply for permission to accompany my wife to the springs, when I believed the frontier to be in no danger. Your friend and fellow citizen,

EDMUND P. GAINES.

To Mr. JOHN F. EVERITT, and others.

From the *Apalachicola Gazette*, Oct. 28.

FROM TAMPA BAY.

The steamer Merchant, Capt. Baker, arrived at this port from Tampa, via the Withlacoochee and St. Marks, on Monday evening last. The Merchant left Tampa on the evening of the 19th instant, having on board Major Barry and Captain Roberts, of the Tennessee volunteers, and about twenty friendly Indians, who expected to fall in with the army, under General Read, at the mouth of the Withlacoochee. The Commerce arrived off the Withlacoochee on the 20th, and learned that Col. Read had set out for the depot about being established at the site of the Old Block House, the day before. At the mouth of the river they found the steamer Minerva, Capt. Wood, having on board Major McIntosh, and command, together with some Indians, and which started up the river on the morning of the 21st. No information could be obtained from Col. Lane, who had left Tampa some time since, nor from any part of the army. Three brigs and two schooners, loaded with stores for the depot, also arrived off the Withlacoochee in company with the Commerce.

On arriving at St. Marks, Capt. Baker learned that a report had reached that place, conveying the disagreeable intelligence that Gov. Call, and the Tennessee volunteers had been forced to retire from the neighborhood of the Withlacoochee, by the want of provisions. It was stated that four hundred horses had perished from starvation in three days; while abundance of stores remained at Tampa, only sixty miles by land, and a nearer supply at the mouth of the river, some fifteen miles off, yet no means of transportation had been provided, and the men and horses were dying with hunger, whilst plenty existed almost in sight. We do not wish to cast unmerited censure upon any one; but it does seem to us that such a state of things might have been guarded against, and ought not to have occurred.

And with all Gov. Call's knowledge of the situation of the country, and after all the lessons taught him by the disastrous results of the last campaign, we should imagine that he acted prematurely in pressing his brave troops into the wilderness, before he had reasonable grounds for believing that the means of subsistence would be furnished when there.

SEMINOLE WAR.

ADJUTANT POLLARD'S LETTER TRANSMITTING COL. CHISHOLM'S REPORT TO COL. FOSTER.

MOBILE, May 27, 1836.

DEAR SIR: Inclosed I send you our report to Col. Lindsay, of our battle of the 27th ultimo, which I hope may reach you in safety and without delay. The officers of the Alabama regiment send their respects and good wishes for your future health and happiness.

Very respectfully, Your obd't serv't,
WM. H. POLLARD,
Adj't Ala. regiment.

To Lt. Col. Wm. S. FOSTER,
Baton Rouge.

HEAD QUARTERS, ALABAMA REGIMENT,
CAMP CRABB, April 30, 1836.

DEAR SIR: In obedience to your orders dated at Fort Brooke, the 25th inst. requiring me to march on the day following, with the regiment of Alabama volunteers, the battalion of the 4th infantry under Lieut. Col. Foster, and Capt. Mark's company of Louisiana volunteers, to bring away the troops, ammunition, subsistence, quarter master's stores and public property of every description at that post, (the temporary fort erected by the Alabama regiment, on the Hillsborough river, 24 miles from Tampa Bay,) I commenced my march on the day, and with the troops designated, excepting Capt. Mark's company, in the place of which I had a piece of artillery under the command of Lieut. Morgan. The whole command consisting of little upwards of six hundred men. I pursued the usual route, and reached the fort a little before sunset. The next morning (the 27th) I directed the wagons to be loaded and the two companies which had occupied the fort (Capt. Ponham and Capt. Notts) to be in readiness to march. The wagons, 9 in number, were loaded with the ammunition, subsistence &c.; and the pack horses packed; and it being ascertained that a considerable quantity of pork and flour could not be transported (the damaged flour having been first selected and destroyed) I consulted with the three senior officers in command, Col Foster, Col. Crabb, and Major Sands; and, with their advice, ordered it to be destroyed. I began to march from the fort about 9 o'clock A. M. and continued it without interruption until we arrived at the hammock on the "Clonotosassy" creek, about 8 miles from Fort Alabama. The order of march was in three columns—the centre in the road, composed of Capt. Campbell's company of the 2d battalion Alabama regiment, as advanced guard, the artillery, the wagons and pack horses in the order mentioned, and Capt. Bonham's, of the 2d, and Capt. Martin's, of the 1st battalion Alabama regiment, in the rear and forming the rear guard.

The battalion of 4th infantry, under Col. Foster, formed the right column, and seven companies of the Alabama regiment formed the left column, three companies of the 2d battalion in front. In this the advanced guard approached near the creek in front, and the whole column extended back through an open prairie; the rear guard just leaving the woods in the rear. A thick hammock, with the creek near its boundary, extended from some distance in front of the advanced guard, along and near its right, and along a portion of the right column; on the right of the rear guard, was pine woods, and a small hammock and some thick undergrowth extended on the left of the rear guard and along a portion of the rear of the left column. Nearly all intermediate space was open prairie, extending far on the right to a large pond. In this situation a heavy fire of rifles was opened from the hammock on the right, upon the advance guard and on the right of the column of regulars, to which the artillery and wagon train and pack horses, and the three or four front companies of the left column were entirely exposed. This fire was kept up uninterruptedly, and was soon followed by a fire on the rear guard from the right of the road, and a few shots from the small hammock on the left. A

well directed fire was immediately returned by the artillery and the regulars, with good effect. The three companies of the left column in front, Capt. Waters', Capt. Nott's, and Capt. Winter's, were directed under the command of Major Taliaferro, to extend around in front of the advanced guard, where they took a position on the creek, and in the pine woods (thinly wooded) over the creek, and returned the Indian's fire, which was kept up in good gun shot distance until the close of the action, and they retreated with the main body. The companies commanded by Captains Blount, Taylor and Capers, under the command of Lieut. Col. Crabb, were ordered into the small hammock on their left, and the Indians retreated before them, and finally joined, as it was supposed, those that were firing on the rear guard. Capt. Deats's company, under the command of Lieut. Childers, as ordered by Lieut. Col. Crabb, supported the rear guard, and they all fired upon and drove the enemy, (which, in that place, they estimated to have been more than 100) entirely off. Much praise is due Col. Foster, and to his officers and men, and to the artillery, for the part they took in the action, and the bravery and skill with which they directed a deadly fire on the Indians, and charged the hammock from which they fired. Col. Foster evincing, during the whole action, the utmost deliberation and coolness. Captain Campbell's company was much exposed, being first attacked, and suffered much; and it is due to them to say, that they kept their ground and fought bravely. The adjutant, and other staff officers of the Alabama regiment, including the surgeons, were much exposed, and discharged their several duties faithfully, and the officers and men generally (among whom Lieut. Col. Crabb ought to be mentioned for his coolness and intrepidity) went to the several posts to which they were directed, with promptitude, and maintained them with courage, doing all that any troops could do under similar circumstances. Although there was some confusion from the surprise of the first fire, a great number of horses, not less than 20 being killed or wounded, and the wagon and pack horses running in every direction, the men kept their ground, and entire order was soon restored among them, so that all could occupy the best position, to defeat the enemy. Colonel Foster, Major Sands, Captain Campbell, two or three others of his company, who were riding, Forage Master Jameson, and some others, *had horses shot under them and fell.* The action continued for an hour, the Indians fighting bravely, and coming out of the hammock in many instances to obtain near positions for firing. Their number is of course unknown, but from the length of their line, and their continued firing, there could not have been less than from 3 to 400; the lowest estimate I have heard being 300, and the general estimate much higher. A considerable number of them must have been killed or wounded (it being impossible to form any thing like an accurate estimate, as it is well known that they have some employed in carrying their dead and wounded immediately off) on their retreat, which was sudden and rapid. I had all the wagons collected, one excepted, which was so broken, as to render it necessary to leave it, and all the pack horses which could be found and marched in about five miles that evening, passing the large hammock near Simmons' old place, and camped within 2 miles of this place.

Alabama regiment, 3 killed—22 wounded.

WM. CHISHOLM,

Col. WM. LINDSAY.

Col. Comd'g Ala. Reg't.

CHARLESTON, Nov. 4.—The steam-packet Santee, Capt. Brooks, arrived at this port last evening from Black creek, Flo., brings information of an order having been received there on Friday last, from Gov. Call, directing all the U. S. troops stationed at the different posts on the St. Johns, to proceed immediately to Fort Drane; in consequence of which, Capts. Tomkins and Van Ness started the following day.

MEMPHIS, TEN. Oct. 25, 1836.

THE EMIGRATING CREEKS.—Our town and vicinity have been filled and no little annoyed for the past two weeks by the emigrating Creek Indians. Eight thousand of them have crossed the Mississippi, on their way to their new home, and five thousand more are around us. In about two weeks the whole tribe, about 15,000, will be west of the Mississippi. Lieut. Sprague leaves to-day with his party, accompanied by the chief Tuckebatchehadjo, in steamboats to Little Rock, the Arkansas bottoms being excessively muddy. They are generally in good health. Most of the chiefs opposed taking water, fearing sickness, but their greater dread was being thrown overboard when dead. Tuckebatchehadjo wept like a child when Lieut. Sprague told him he had come to make his last talk, and the morrow was the time appointed for his departure from the home and burial place of his ancestors. The poor chief wished to delay and avoid this day. The officers who accompany them are humane and kind, and hesitate not in commiserating their unfortunate wrongs.—*Enquirer*

Correspondence of the Baltimore American.

"APALACHICOLA, Oct. 26, 1836.

"The steamer Merchant returned here on the 24th from Tampa Bay, having on board Gen. Jesup, and his aid Lieut. Chambers. The Merchant has received on board all the officers and men of the marine corps, (a list of whom I sent you some days ago) and their equipments and provisions, and left here this morning for Tampa Bay; Gen. Jesup and his aid returning with them. They are all in fine health and spirits.—The steamer Swan left here to-day for New Orleans, having on board Assistant Adjutant General Stanton, now acting as quartermaster general of the army of Florida, and Lieut. Lindsay (of the marine corps) assistant commissary, for the purpose of obtaining supplies. The energy and devotion heretofore displayed by Col. Stanton in the discharge of his duties, are a guarantee that ample supplies of provisions, clothing and forage for the army will be promptly deposited.

The brig Apalachicola is about to sail for Tampa Bay, with the detachment of 100 U. S. artillerymen, under command of Major Lomax, Lieut. Bainbridge, and Lieut. Sherman. She has also a quantity of provisions and clothing for the army. Several other vessels are also to sail forthwith with army supplies. Lieut. Watkins, of the marine corps, acting assistant quartermaster, has charge of the public stores here.

Lieut. Col. Wm. Walker, of the Indian expedition against the Seminoles, and in whom the Creeks had entire confidence, departed this life a few days since. He came here with the Creeks, in a debilitated state, arising from chronic dysentery. I enclose you a paragraph, cut from the Apalachicola Gazette of to-day."

From the Charleston Courier.

We are indebted to our attentive correspondent in Florida, for the following communication, dated

"GAREY'S FERRY, Black creek, Oct. 31.

"I am here, in the midst of troops, and dreadful preparation for battle. The troops at this place, on my arrival, were about 1500; but they have been, for the last two days, and still are, departing for Fort Drane, in order to concentrate with Gen. Jesup and Gen. Read, upon the Withlacoochee. There had been some expectation that the war would speedily end, but there has been a very speedy end to such hopes.

One of the squaws, taken on the Withlacoochee, conveyed a message to her tribe, that if the hostile Indians would surrender or come in, they would be received, and sent west of the Mississippi, agreeably to the treaty. She promised to return, if she could, three days since, but has not as yet returned. She was provided with a good horse for her journey.—After she had left, her course was trailed, and it ap-

pears that instead of going to the Withlacoochee, she turned off to the Ochle-wa-ha, where a very considerable number of Indian force are embodied.

"An Indian chief of the Creeks has been sent out by Col. Lane to Jumper, who is the master-spirit of the Seminoles, to know whether the Seminoles were disposed to come to terms. This friendly Indian chief has returned from Jumper, who says, "he has whipped the Tennesseans, and they are gone home; that he has the north and south of Florida open to him—that he can beat the whole of them—and let them come on." Thus at present there is every prospect of a continuation of the war, and some hard fighting expected."

LATEST FROM FLORIDA.

We learn by a gentleman who left Black creek the day before yesterday, that the forces at that station were immediately to assemble at Fort Drane, and with the friendly Creek Indians at that place, to make another expedition to the Withlacoochee. It was understood, when our informant left, that no hope was entertained of the Indians coming in peaceably. Gen. Jesup had arrived at Fort Drane. Gov. Call, who had been ill, was convalescent, and the health of the troops generally was improving.—*Savannah Georgian*, Nov. 4.

By the Apalachicola Gazette of the 26th ult., we learn that Gen. Read, of the Florida militia, had arrived at the Withlacoochee, and on the 19th had set out for the Block House, where he was to establish a depot. The steamer Minerva was also at the mouth of the river with Maj. McIntosh and his command on board, and started up the river on the 21st ult. The U. S. sloop of war St. Louis was at Tampa Bay on the 19th, and an expedition was about being fitted out for Charlotte harbor.—*Ib.*, Nov. 5.

A slip from the St. Augustine Herald, dated 26th ult. was received by the schooner Samuel S. Mills, Capt. Southwick, arrived here this morning from St. Augustine.

By an express which left Fort Drane on the 27th, inst., we learn that Gen. Read arrived at the Withlacoochee on the 22d with the steamboats Energy and Superior, under the direction of Capt. Wood, whose active zeal, skill, and superior judgment, are highly spoken of. Another steamboat, the United States, was wrecked at the mouth of the river.

We now learn, with great satisfaction, that there are a plenty of provisions and forage at the mouth of the river, and a considerable quantity at Graham's camp, and more on transportation there.

Gen. Jesup was supposed to be at Tampa Bay with 750 regulars and marines; two companies of mounted Alabama volunteers. Lieut. Alvord's company, from Key West, and Major McIntosh's, from Fort Mitchell, 4th infantry, are with Gen. Read.

The Governor is in feeble health, but he is determined to enter the field, and make every sacrifice, in order to ensure success. He has appointed Major Pierce Colonel, and given him the command of the Creek volunteers. This gallant officer has received from the President the brevet rank of lieutenant colonel, as a reward for his meritorious services.

Col. Pierce has returned from Charleston with several steamboats and schooners, which have arrived in the St. Johns, with a large number of horses, &c., for the army.

The campaign will open immediately, and be prosecuted with vigor. In a few days we shall hear of something decisive.

CHARLESTON, Nov. 10.

FROM KEY WEST.

The U. S. mail schr. *Hope*, Capt. WALKER, arrived here this forenoon from Key West. The *Hope* brought no papers, but we are indebted to our atten-

tive correspondent at that place for the following information, and for shipping intelligence, which will be found under the proper head.—*Patriot*.

KEY WEST, October 9.

The following are a list of the officers belonging to the U. S. sloop of war *Vandalia*, at anchor in our harbor:

Capt.—Thomas Crabb.
Lieut.—L. M. Powell, John W. Mooers, William Smith, F. Chatard.
Surgeon.—Wm. Plumstead.
Assistant Surgeon.—Charles Hassler.
Purser.—James Brooks.
Passed Midshipmen.—W. Walker, acting master.
Midshipmen.—Maxwell Woodhull, Isaac Broune, E. A. Drake, Francis Alexander, E. Donaldson, F. B. Flunter.
Capt's Clerk.—James E. Brooks. *Professor of Mathematics.*—J. H. Coffin. *Gunner.*—Wm. Craig.
Boatswain.—Jno. Mills. *Carpenter.*—W. Peaterson.
Sail Maker.—Madison Wheedon.

Extract of a letter received in Charleston, dated

"INDIAN KEY, November 1.

"Our Savage neighbors keep us still excited. On the 5th Oct. they displayed their hostile disposition by destroying Capt. Whatton's garden on Key Largo. On the morning of the 8th October, they attacked the schooner *Mary* (a small vessel of about 15 tons, belonging to Key Vaccas,) while lying at anchor at Key Tavenius creek, the crew, five in number, made a most providential escape by taking to their boats, amidst a shower of bullets flying around them, two of them only got slightly wounded, one in the shoulder, the other in the thigh. They arrived at this place about 8 o'clock in the morning. They were attacked about day-light.

"The Indians after plundering the vessel set fire to her, we could see the smoke from this island. They were on an island in sight of this key for several days afterwards and kept a large fire the whole time, perfectly at ease, not apprehending the least danger. Supposing (as was too true) that they had peaceable possession of the whole coast, the island as well as the main-land. But fortunately for us (as no doubt they were calculating on a noble feast here) a detachment of marines under the command of Lieut. Powell, of the U. S. ship *Vandalia*, arrived here on the 15th ult. with 8 barges, and 170 men, and the next day they started in the direction of the fire; and the day following they came in sight of the encampment of Indians who were cooking their breakfast, but their eyes were open, they discovered the boats in time to make their escape in the woods, where they could not be pursued—but they lost their canoes and every thing they left behind, which was immediately destroyed. The detachment then returned to this place where they remained one day, and then set out for Cape Florida and New River, and I have not heard of their success—they are truly a worthy set of officers and men, and I sincerely hope they will be able to do much good towards dispelling the enemy."

NORFOLK, November 11.

The U. S. ship *Warren*, Capt. Webb, arrived and anchored off the naval hospital, on Wednesday afternoon. The *Warren* is from a year's cruise on the West India station, and last from Havana. The following is a list of her officers.

Master Commanding, Thomas T. Webb.
Lieutenants: Ebenezer Farrand, Charles H. McBlair, G. C. Ashton.
Acting Sailing Master, James F. Miller.
Surgeon, John F. Brooke.
Assistant Surgeon, G. W. Peete.
Purser, A. J. Watson.
Passed Mid., Henry French, Daniel B. Ridgely, Wm. S. Swann, Richard Forrest.

Midshipman, Henry H. Lewis, R. S. Trapier, John Mooney, J. W. E. Reid, Lafayette Maynard, Thomas W. Cumming, P. C. Vanwick, Geo. M. Totten, Benj. S. Gantt, T. K. Perlee.

Boatswain, Wm. Waters.
Gunner, Thomas Robinson.
Sail Maker, Benj. Crow.
Carpenter, Joseph Cox,
Purser's Steward, George Williams.

Captain Whitney, of barque *Gaspar*, at Boston, from Canton, June 1, reports at Macao, U. S. schooner *Enterprise*, Captain very sick; and at Cumsing-moon, U. S. ship *Peacock*, crew recovering.

Since the above was in type, we have received the following memorandum:

The U. S. ship *Peacock*, and U. S. schr. *Enterprise*, arrived at Canton on the 27th of May, and were expected to sail about the first of July on a cruise.

Died, on board the U. S. ship *Peacock* Feb. 22, 1836, *William Lewis*, (black) seaman.

March 1, *Charles Fisher*, (black) seaman.

April 10, *Daniel K. Thomas*, seaman.

April 12, *Samuel Waggoner*, marine.

May 1, *Henry Mount*, marine.

The sickness prevailing on board the ship, is dysentery.

From the New Orleans Commercial Bulletin.

TEXIAN NAVY.—We publish the following list of vessels whose registers and papers emanate from the Texian Government:

Vessels of War.

Texian schr. of war *Independence*, Com. Hawkins
 " " *Invincible*, Capt. Brown.
 " " *Brutus*, Capt. Hurd.
 " " *Liberty*, Capt. Wheelwright
 " " *Thomas Toby*, Capt. Suares
 " " *Terrible*, (privateer.)
 " armed steamboat *Ocean*, Capt. Grayson.
 " schooner *Passaic*, (transport.)

Merchantmen.

" brig *Col. Crockett*, Capt. Chase.
 " schooner *Colonel Fannin*, Capt. Thompson.
 " " *San Jacinto*, Capt. Henry.
 " steamboat *Yellow Stone*, Capt. Grayson.
 " " *Laura*, ———
 " " *Cayuga*, ———
 " sloop *Colonel Knight*, Capt. Charles.
 " " *Fourth of July*, Capt. Scott.

List of American vessels engaged in the trade between New Orleans and ports in Texas:

American brig *Good Hope*, Captain ———
 " schooner *Flash*, Capt. Falvel.
 " " *Flora*, Capt. Appleman.
 " " *Julius Caesar*, Capt. Lightburn.
 " " *Kosciusko*, Capt. Burns.
 " " *Pennsylvania*, Capt. Delarue.
 " " *William & Francis*, Capt. Watts.
 " " *Gen. De Kalb*, Capt. Matthews.
 " " *Urchin*, Capt. Bridges.
 " " *Shenandoah*, Capt. Moore.

The above is taken from the most correct sources, and shows the number of vessels, more or less, connected in the trade between our city and the ports of Texas.

At this time many of these merchant vessels go without convoy, that being hitherto rather accorded to vessels having Mexican goods aboard, and bound to some one of the ports in Mexico.

These schooners are in danger of being taken by Mexican brigs of war now cruising off the harbors of Texas, and which, in the absence of many of the Texian armed schooners, and of any convoy by an United States vessel of war, will probably commit depredations on our commerce.

From the New Orleans Bulletin.

Statement of articles delivered to Colonel Don Francisco Garay, in Mexico, to be conducted to the army of operations:

CLOTHING, &c.—Shirts 4,000; linen jackets 4,000; linen pants 4,000; do. of cloth 4,000; caps 4,000; 8,000 varas of material for blankets; collars 4,000; shoes 8,000 prs; another kind of do. 800 prs; sacks, or inf'y bags, or knapsacks 3,800; horse-shoes 1,000; 200 quintals of bread; medicines in nine boxes; one box surgical instruments; hatchets 24; axes 12; wooden spades 200; spikes 100; iron spades 100; trowels 200; hoes 4; masons' hammers 6, &c. &c. with 3,900 canteens for pack, and 2,700 tin plates.

AMMUNITION.—An assortment of nails; all the utensils for a gunsmith and blacksmith, &c.; cannon balls for 12 pounders 160; grape in tin canisters for 8 pounder 72; do. for 6 pounder 84; do. for 12 pounder 56; artificial fires; 100 (espoletas) charged for 7 inch mortars, and 264 (laurafengos) some infernal combustible; 500 lbs. of mecha for firing off cannon; all the utensils necessary for 12 men, carpenters, &c.; for blacksmiths, &c. for 5 men; for eight armorers, all the tools needed; 240,000 cartridges, with two balls of 15-16 of an ounce each; 1,500 lbs. cannon powder, and 600 lbs. for small arms; charged cartridges for besieging artillery and battle; 216 cartridges charged with four lbs. of powder alone, for 12 pounder; 16 do. of do. charged with two lbs. and 8 ounces powder for 8 pounder, with ball, &c.; 72 do. of do. for do. charged with only 2 1-2 lbs. powder; 224 do. with balls, &c. and two lbs. powder for 6 pounder; do. of do. for do. charged with two lbs. powder alone 84; do. of do. for 4 pounder, charged with 1 1-4 lb. powder and ball, &c. 585; do. of do. for do. with powder and grape, 112; infantry rifles 200; medicine sufficient for the campaign; and all other materials and equipage necessary for the army of operations against Texas.

They suspect very strongly that Gen. Gaines has secret orders to join Rusk, in case he is forced to retreat towards the Sabine. They know already that a part of Gaines's army is in Texas, and the orders he issued for volunteers, &c. under pretext of the Indians, although ostensibly countermanded by Jackson, they believe are preparations for sustaining *openly* (against this government) the pretensions of the Texians, and then annexing that territory, *if not more*, to the United States—*Mercurio of the 16th September.*

Although there was a great scarcity of provisions, the army in Matamoras was in good spirits, going through morning and evening exercises daily, in good health &c. All was tranquil.—*Mercurio of the 23d September, 1836.*
[Translated from the original Spanish.]

ARMY.

APPOINTMENT.

D. B. Spencer, military storekeeper, to be stationed at St. Louis.

RESIGNATIONS.

Capt. Thomas Hunt, 5th inf'y., 31st Oct.
Capt. W. Boyce, 1st inf'y., 14th Nov.
Lieut. G. W. Ward, 2d art'y., 31st Dec.
Capt. Henry Smith, 6th inf'y., 16th Nov.

SPECIAL ORDER.

Nov. 11.—Lieut. J. W. Barry, 1st Art'y., Assistant Quarter-master, ordered to Florida.

NAVY.

VESSELS REPORTED.

The frigates Constitution, and United States, and sloop John Adams were at Smyrna, Sept. 3.
Schooner Shark was at Trete, Aug. 18.
Frigate Potomac, Capt. Nicholson, was spoken on the 1st Oct., in the Straits of Gibraltar, bound to the United States by the way of Africa and the West Indies.
Ship Vandalia, Capt. Crabb, at Key West, 1st inst.
Ship Peacock and schooner Enterprise, from Siam and Cochin China, arrived at Macao 26th May. Both vessels sailed on the 25th June, destination unknown.
Ship Boston, off Metamoras, 1st Oct., and sailed for Vera Cruz.

ORDERS.

Nov. 10—Lt. T. W. Freelon, receiving ship, Boston.
Lt. J. Moorehead, rendezvous, Philadelphia.
Lt. John Pope, Navy-yard, Boston.
Master Comd't. J. Armstrong, command of the frigate Macedonian.
Lt. J. Tattnall, command of Barque Pioneer, Boston.
Lt. J. Glynn, command of Barque Consort, Boston.
S. C. Rowan, acting master, ship Relief.
14—Passed Midshipmen, T. A. M. Craven, W. Lambert, J. F. Mercer, and B. J. Moeller, to Washington, for duty in connection with the coast survey.
Midshipman, W. D. Hurst, Navy-yard, Philadelphia.
15—Passed Midshipmen, W. S. Young, and O. Carr, receiving vessel, Philadelphia.

MARRIAGES.

In Poughkeepsie, N. Y. on the 2d instant, the Hon. SMITH THOMPSON, formerly Secretary of the Navy, to Miss ELIZA D. THOMAS, daughter of the late HENRY LIVINGSTON, Esq.

On the 9th instant, at Culpepper C. H., Va. WM. LEWIS HERNDON, Esq. of the U. S. Navy, to Miss ELIZABETH F. HANSBROUGH.

At Oak Grove, Louisa Co. Va. on the 20th ult. Lieut. JOHN A. CARR, of the U. S. Navy, to Miss ELLEN MARIA, daughter of the late Dr. Wm. Morris, of the Green Springs.

In New York, on the 9th instant. Mr. WILLIAM PLUME, to Miss ELIZA ANN, daughter of Dr. Wm. Turk, of the U. S. Navy.

In Washington, on Tuesday the 15th inst. by the Rev. W. Matthews, B. F. SANDS, U. S. Navy, of Louisville, Ky. to HENRIETTA M., daughter of WILLIAM FRENCH, Esq. of Washington, D. C.

NAVAL SUPPLIES, FOR 1837.

NAVY COMMISSIONERS' OFFICE,

October 22, 1836.

PROPOSALS, sealed and endorsed, will be received at this office until three o'clock, P. M., of the 19th November next, for supplying and delivering at the navy-yards at Charlestown, Brooklyn, Philadelphia, Washington, and Gosport, Va., and at the Baltimore naval station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers, or navy agents, for the use of the United States Navy, during the year 1837, viz:

- 1st. Cordage.
- 2d. Cold-rolled copper.
- 3d. Iron: round, flat, and square.
- 4th. Paints, and paint oil.
- 5th. Superfine flour.
- 6th. Ship-biscuit.
- 7th. Whiskey.
- 8th. Candles and oil.
- 9th. Molasses, vinegar, rice, beans, and peas.
- 10th. Butter.

Blank forms of offers for each denomination of articles will be furnished by the commanding officers of the navy yards and stations to persons applying for them, and upon which all offers should be made.

Separate proposals must be made for each navy-yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form, and they must be unqualified and unconditional; as the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Ten per centum will be withheld from the amount of all payments made, from time to time, which will not be paid until the contracts shall be fully complied with in all respects.

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